

**ITEM No ...4.....**

**REPORT TO:** CITY DEVELOPMENT COMMITTEE – 12 MARCH 2018  
**REPORT ON:** PROPOSED EXTENSION OF RESIDENTS' PARKING SCHEMES  
**REPORT BY:** EXECUTIVE DIRECTOR OF CITY DEVELOPMENT  
**REPORT NO:** 99-2018

**1 PURPOSE OF REPORT**

1.1 This report proposes that the Council seeks to implement new residents parking schemes for the areas surrounding the City Centre's Controlled Parking Zone which will potentially extend the existing schemes operated by the Council.

**2 RECOMMENDATION**

2.1 It is recommended that the Committee approves the preparation of three Traffic Regulation Orders to create additional Residents Parking Schemes for the areas adjacent to the city centre; namely, West End, Coldside and Maryfield.

**3 FINANCIAL IMPLICATIONS**

3.1 The preliminary capital cost estimate for implementing the proposed schemes for the three areas is £723,000 and the annual revenue costs are estimated at £103,000.

3.2 The capital costs will be met from Prudential Borrowing. The Revenue costs, including the Capital financing costs, will be met from the income received on sales of permits. These Parking Schemes will operate on a cost neutral basis to the Council

3.3 Based on a cost neutral approach, it has been estimated that an individual Residents Permit could cost in the region of £62 per annum and would be limited to only one permit per household for the initial stage. As part of the planned review of the scheme, permits for additional vehicles will be considered in future depending upon the actual take-up of permits by residents, any additional permits issued to each household will be charged at twice the cost of a regular Residents Permit.

3.4 The Head of Roads and Transportation will establish a special appeals panel which will consider exceptional cases such as applications for multiple permits or appeals against refusal of issue of permit.

**4 BACKGROUND**

4.1 The Council currently operates a Resident's Parking Scheme for three areas of the city, namely:

- a In the City Centre, resident's permit holders may park in any off-street car park and Pay and Display space (up to maximum stay allowed) during the restricted hours.
- b In Menzieshill, a different scheme operates where kerbside space is designated for use by vehicles displaying valid residents permit. The Controlled Parking Zone (CPZ) covers circa 800 residential properties and the majority of on-street parking space is allocated for the exclusive use of residents.
- c In Broughty Ferry, the catchment areas of south of Queen Street, west of St Vincent Street and east of Church Street qualify for the issue of a resident's permit which entitles eligible residents to park their vehicle within all Council operated car parking facilities in the district.

- 4.2 In a number of areas adjacent to the city centre there has been a growing number of demands for a residents parking scheme from residents who are finding it increasingly difficult to park in the vicinity of their home. From feedback and consultation there is a need to address the issue of extending the residents parking schemes in the city as a whole.
- 4.3 Entitlement to a residents parking permit will match current criteria regarding proof of residency and that the vehicle is registered at the applicants address.
- 4.4 Feedback from residents throughout Dundee (Engage Dundee) highlight concerns with people parking all day to avoid parking charges, particularly adjacent to the city centre.

## 5 AREAS FOR CONSIDERATION

- 5.1 Three ward areas (four zones) have been identified for the possible implementation of the new Resident's Parking Schemes. Interactive on line maps have been created which give detailed views at street level and can be accessed at the following web link:

<https://arcg.is/0mXvbS>.

Paper copies can be made available on request to the Head of Roads and Transportation

### West End Ward

- 5.2 West End local councillors have confirmed that residents in the West End are experiencing parking difficulties on many of the streets in the area. The parking problems in this area of the city is attributable to a combination of a high demand for parking related to the high density of housing coupled with demand for parking by staff and students from the University of Dundee and commuters to Dundee City Centre.
- 5.3 It is noteworthy that most of the area is within a conservation area and that makes the provision of additional public or private off-street parking almost impossible. It is, therefore, proposed that consideration be given to the introduction of a Resident's Parking Scheme. The western limit would be Windsor Street extending to South Marketgait in the east and the northern limit would be Blackness Avenue, Blackness Road, Forest Park Road, Milnbank Road, Pole Park Road and Lochee Road to Dudhope Terrace.

### Coldside Ward

- 5.4 The Dudhope area is located to the north of the city centre and the City Centre Controlled Parking Zone, beneath Dundee Law. Dudhope Terrace forms the boundary of the area and other main roads include Law Street, Drummond Street and Constitution Road. It is an entirely residential area. Residents of some of the streets in the Dudhope area are experiencing parking difficulties. In the main, this is attributable to parking demand from city centre commuters.
- 5.5 The carriageways in the area are generally wide enough to comfortably accommodate on-street parking on one side of the carriageway. The majority of the area does not have waiting and loading restrictions, but there are some short sections that do. Constitution Terrace, Union Terrace, Prospect Place and Laurel Bank are particularly narrow and one-way only. Double yellow lines are on one side of these streets with on-street parking on the opposite side. However, this significantly reduces the width of the carriageway.
- 5.6 The Hilltown area is located immediately north of the city centre and next to and east of the Dudhope area. It is largely residential area composed of tenement and high rise flatted accommodation together with a number of primary schools, churches and mosques.
- 5.7 Many of the streets around the Hilltown are narrow and double yellow lines are in place on sections of most of the streets. Parking demand is high in certain areas of Hilltown such as Hilltown Terrace. The area is surrounded by high rise and tenement flats and lies immediately

next to the boundary of the City Centre Controlled Parking Zone. The high demand is therefore related to the high density housing and commuters wishing to park without restrictions.

- 5.8 There are significant parking difficulties being encountered especially in parts of the Hilltown area. Consequently, it is proposed that consideration be given to introducing a Resident's Parking Scheme for the area east of Constitution Road and south of Dudhope Terrace and Alexander Street.
- 5.9 Within this area there are several parking areas that are Council owned but not formally adopted onto the List of Public Roads, including Resident's Parking car parks and bays beside the multi storey flats, which will be included within the traffic order for Coldside Residents' Parking Scheme. The effectiveness of this enforcement of such parking areas will then be assessed and included in the Maryfield and West End schemes if appropriate,

#### Maryfield Ward

- 5.10 The Maryfield Ward which includes the Princes Street area which lies to the east of the city centre and the City Centre Controlled Parking Zone. The area encompasses the residential area to the north of Princes Street and the former industrial area to the south of Princes Street. The residential area is predominantly composed of flatted accommodation together with some houses.
- 5.11 The main roads in the area (Princes Street, Lower Princes Street, Blackcroft, Foundry Lane, Victoria Street and Robertson Street) have double yellow lines along the majority of the carriageway. There are a few sections of the waiting and loading restrictions on the roads within the residential area, the creation of a Residents Parking Zone will allow some additional on street parking and leave remaining spaces for residents use.
- 5.12 Maryfield Ward councillors have confirmed that there is a significant problem with parking in the residential streets which is due to a combination of high demand created by high density housing and commuter demand. It is therefore proposed that consideration is given to introducing a Resident's Parking Scheme as the eastern limit would terminate at Market Street and the northern limit would terminate at Lyon Street and align with Coldside Ward at Alexander Street.
- 5.13 City Quay is a discrete residential area to the east of the city centre and south of Victoria Dock and residents are experiencing parking difficulties which are, in the main, attributable to parking demand from city centre commuters. The creation of a residents' parking zone west of West Victoria Dock Road, south of Victoria Dock as far east as Camperdown Dock and the Queen Elizabeth Wharf will help to address this situation.

#### Conclusions

- 5.14 A Residents Parking Scheme can benefit residents and improve the liveability of neighbourhoods by ensuring a reasonable amount of on street parking is made available to be exclusively used by residents within a particular area. In advancing the implementation of the schemes there are significant issues and obstacles that will arise as part of the process. A Residents Parking Scheme will provide benefits during the period that it is in operation, 7 days a week 24 hours per day and initially a high level of enforcement may be required to ensure that the scheme is effective. The implementation of a Residents Parking Scheme will not guarantee a resident a parking space immediately outside an individual's property as it is only designed to increase parking opportunities in the area. A Residents Parking Scheme would not solve all parking problems within each area as locations of high density housing are particularly prevalent in the areas for consideration, with limited kerb space which will likely remain an issue as there are simply too many residents' vehicles for the on-street capacity.
- 5.15 The proposals are to introduce the Residents Parking Scheme area by area commencing in 2018/2019 and review the effectiveness in 2020/2021 and carry out any necessary amendments to scheme boundaries and review any displacement of vehicles.

**6 POLICY IMPLICATIONS**

- 6.1 This Report has been screened for any policy implications in respect of Sustainability, Strategic Environmental Assessment, Anti-Poverty, Equality Impact Assessment and Risk Management. There are no major issues.

**7 CONSULTATIONS**

- 7.1 All members of the Council Management Team have been consulted and are in agreement with the contents of this report.

**8 BACKGROUND PAPERS**

- 8.1 Engage Dundee: Local People Leading – June 2017.

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NHG/JON/EC

27 February 2018

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